

The Colonial Secretary laid on the table the Report of the Superintendent of Victoria in 1887, and the Colonial Treasurer's Statement, showing the total receipts and payments in the year 1887.

Mr. A. P. McEwen asked the Council whether there was any audit in the Government's expenditure in connection with the defences of the Colony.

His Excellency replied that there was no audit, but he would provide for laying before the Council all the particulars connected with the expenditure in question.

The Colonial Secretary read a message from the Governor, in which he recommended the passing of an Ordinance, entitled "An Ordinance for the reservation of the European district in the town of Victoria."

His Excellency, after reading the message himself, expressed his desire that the Council should pass this Bill. Its object was to provide for the health and comfort of the European community by checking the alarming rate at which the Chinese population of this colony invaded all the districts where Europeans are located. It was proposed to delimit a certain district where the Chinese were not to build houses; what that district was, would appear from the Ordinance.

The Attorney General moved the first reading of this Ordinance; the Colonial Secretary seconded, and the Bill was read a first time.

The Colonial Treasurer then moved that the Council go into Committee on the Bill entitled "The Rating Ordinance, 1888." The Colonial Secretary seconded, and the Bill was read Section after Section.

Mr. C. P. Chater moved an amendment on Clause 10 of this Bill, to the effect that machinery should not be taxed. The amendment having been put to the vote, was lost by a majority of 7 against 4.

The Council was in Committee on this Bill when our report left.

OUR MACAO LETTER.

MACAO, March 15th, 1888

I am not sure whether you are aware that a French prophet thirty years ago vaticinated the decadence of this city, in as vivid language as that used by Macaulay when he depicted the New Zealand of the future taking its stand on a broken arch of London Bridge to sketch the ruins of St. Paul's. I am referring to the Abbé Hue, who in his work entitled "L'Empire Chinois," crowned by the French Academy, has the following passage concerning Macao:—"Aujourd'hui Macao n'est qu'un petit village, un établissement anglais de Hongkong lui a donné le coup mortel; il ne lui reste de son antique prospérité que de belles maisons sans locataires, et dans quelques années peut-être, les navires européens, en passant devant la presqu'île, ont fût cette fibre et riche colonie portugaise, ne verront plus qu'un rocher nu, désolé, tristement baigné par les vagues, et où le pêcheur chinois viendra faire sécher ses noirs filets."

Delenda est Carthago. Such is the sentence pronounced by irrevocable destiny over this city. You have heard a great deal about a revival of Macao under the new Treaty; would you believe that this international compact is not only useless but highly prejudicial to the future interests of the colony? A brief review of the circumstances which have brought it about will convince you and everybody else of my assertion.

In August, 1886, when Governor Roza's unfortunate term of office was nearing its end, the Inspector General of the Chinese Customs put in an appearance in Macao. He had been commissioned by the Imperial Government to visit all the southern ports of China and to report upon the best plan to put a stop to the contraband traffic which was carried out in these places to the detriment of the Customs' revenue. Sir Robert Hart, during his days here, had the opportunity of watching the opium movement which was clandestinely going on in this port; he witnessed the surreptitious shipping of the drug by the natives, who under full protection of the Portuguese authorities, managed to smuggle large quantities of the article into Chinese territory. He submitted to the Peking Government that the only means to repress this evil would be to enter into a treaty with Portugal, stipulating for that Government's co-operation with China in the collection of the Opium revenue. The treaty did not originate with Governor Roza, as is falsely asserted; it was neither the work of his patriotism, real or of his intelligence, nor of his initiative; it was Sir Robert Hart's own creation on behalf of the interests of China. Governor Roza returned to Portugal, and in December, 1884, he found Mr. Campbell already in Lisbon, invested with full powers by the Peking Government to enter into preliminary negotiations for the signing of a protocol. The Portuguese Government, that had twice failed in its attempt to ratify the Treaty drawn up by the Viscount of Praya Grande in Tientsin in 1862, thought that all obstacles had now been removed, and that, of its own accord, came to offer Portugal a Treaty; the preliminaries were soon agreed upon, a protocol was signed in Lisbon, and Senhor da Roza despatched to Peking to conclude the Convention. The Portuguese press became jubilant over the event, and without enquiring whether the conditions were or were not favourable to the nation at large, and to the colony of Macao in particular, took to praising the newly made Minister to the sky, attributing to him all the supposed success of the negotiations.

On the 24th June last, Minister da Roza, accompanied by his secretary, made his triumphant entry into Macao amidst artillery salutes and the frantic hurrahs of an exultant populace. In a few days he got together his suite, composed of Mr. Plindella, as Secretary, Mr. P. Nolasco da Silva as Chinese interpreter, Mr. Ozorio as amanuensis, and Mr. Su Woe Fang as Chinese clerk. They left in July for Peking, and after having had their eyes opened by the Chinese Minister for Foreign Affairs, they returned to Macao in November, having concluded their negotiations and inserted important alterations in the original protocol.

The Municipality of Macao went raving with joy in welcoming the successful Ambassador. Triumphant arches were erected in his honour. Te Deums were sung in the Cathedral, and a grand ball was given. Senhor da Roza at the Camoens Gardens where the Senate was located. As there was not sufficient furniture in the rooms of the Senado to entertain the great Minister, the citizens were asked to contribute tables and chairs; they could dispense with the tables of Macao gave away a great portion of his articles de luxe; a subscription was sent round the town to defray the expenses of the entertainment, and even the Chinese were asked to contribute money towards it. How His Excellency must have thanked his stars for being suddenly raised to civic honours, which by right belonged not to him, but to the true promoter and the final negotiator of the Treaty.

Well, what are the merits of this much vaunted Treaty? It contains 34 clauses, and, *mutatis mutandis*, is a transcript of the old Convention elaborated in 1862. The following are the stipulations of the protocol: (1) China confirms the perpetual occupation and government of Macao and its dependencies by Portugal; (2)

Portugal is not to transfer the settlement or any of its dependencies to any other power, without the consent of China. (3) Portugal shall co-operate with China in collecting the Opium revenue in Macao and its dependencies, in the same manner as England is to co-operate in Hongkong. (4) The Chinese Customs Stations are to remain where they were previous to the Treaty, and will be under the direct control of the Inspector General of Customs. (5) The co-operation was to commence on the 1st April, 1887, and it was to bear a provisional character until after the Treaty should be ratified, when it was to assume a permanent character.

Now, it is easy to see that these provisions are highly disadvantageous to Macao, and to Portugal. In the first place, China, which has come forward and offered *liberty* to enter into a compact with Portugal, has been led by motives for her own convenience, while Portugal receives no advantage, either in territorial aggrandisement or in facilities of trade. Secondly, there is a great disparity between the Hongkong co-operation in collecting the opium revenue and the arrangement in vogue in Macao. The Hongkong arrangement is only an experiment, subject to being repeated after a year's test; while the Macao co-operation is perpetual, as lasting, in fact, as the Treaty itself. Thirdly, the ground rent which Portugal formerly paid to China for the occupation of Macao is now substituted by the co-operation in collecting the Opium revenue. If the former (cure was simply an *empêchement*, for being conditional on the payment of the ground rent, does not the same system still obtain, now that we are to assist in collecting the revenue of the Imperial treasury? Fourthly, by the decree of the 20th November, 1845, Macao was declared a free port. The recent Treaty, the Macao importers and exporters of merchandise having no other direct transit duty, but also the *liberty* to the Chinese Government, if the Treaty revokes the decree, and our port has ceased to be free, what hopes are we to entertain of any shipping prosperity for this colony? Lastly, the occupation of Macao by Portugal is conditional on the latter nation never transferring or alienating the settlement to any other power. Does not a conditional possession under such circumstances simply mean that Macao is not a Portuguese possession?

Having shown more or less clearly what appears to me to be the scanty side of this much braided Treaty, I will conclude by expressing a hope that coming events may not confirm my gloomy prognostications. As I have commenced this epistle with a quotation from a French author, I may as well finish it with another from a well-known English work—"The Chinese," by John Francis Davis. In my next I will translate Dr. Gomes da Silva's report on Macao, as a confirmation of my opinions on the matter.

"Among the early and desperate adventurers from Portugal, the exploits of Ferdinand Mendes Pinto have, by the help of some exaggerations, handed his name down as one of the chief. Having arrived with a crew of other desperadoes at Ningpo, he learned from some Chinese that to the north-west there was an island containing the tombs of seventeen Chinese kings, full of treasure. Pinto and his companions succeeded in finding the place, and plundered the tombs, in which they found a quantity of silver. Being attacked, they were obliged to retire with only part of the booty; and a gale having overtaken them upon their return, in the neighbourhood of Ningpo, only fourteen Portuguese escaped with their lives: these were taken by the Chinese, and after some maltreatment were sent to Nanking, and condemned to be whipped, and to lose a leg man a thumb. They were next conducted to Peking, and on his way thither Pinto had occasion to admire the manners of the Chinese, their love of justice, and the good order and industry that prevailed among them. Arrived at Peking, they were at length condemned to one year's hard labour; but before the time expired, they were set at liberty by the Tartars, who were then invading the country. The Portuguese adventurers at length quitted the Tartars, found their way to the coast, and embarked again for Ningpo. Being treacherously abandoned on a desolate island, where they were almost dead of hunger, Pinto and his companions were taken off by a pirate, and soon afterwards driven by adverse winds on the coast of Japan."

JUNIOR.

THE EARTHQUAKE IN YUNNAN.

(FROM A CORRESPONDENT IN PEKING.)

The earthquake that has just been reported to the Emperor as having taken place on the 14th January in Yunnan is the most severe found in the Chinese records. It commenced at 6 in the evening and lasted till 4 in the morning. During that time there were twelve or fourteen principal shocks, and the destruction of houses and human life was very great. The locality is mountainous and dotted with beautiful lakes. The fine kind of tea called Poo-eh-cha comes from the neighbourhood, and also the copper for which Yunnan is famous. Not far away are the silver mines of Burma. It is in this favoured spot a few miles south of the Yunnan lake, known as Tienchi, that this disaster occurred. The centre of the earthquake was at Shih-ping-chow. The whole extent of country disturbed by the earthquake is about 100 miles in length from east to west, and sixty miles from north to south. Shih-ping lies in a sort of central position.

Of the three sorts of earthquakes, the circular, the linear, and the vertical, this was of the linear kind, and the direction east-north-east, and west-south-west. This we may judge to be nearly at right angles to the prevailing direction of the valleys, lakes and rivers in that part. From the centre of intensity, a little to the west of the city of Shih-ping, there was a decided extension of the earthquake wave northward in the direction of the lake, as well as westward to the city of Wei-yang, a hundred and twenty miles. Nothing is said in the *Peking Gazette* of any sinking, and the case of the earthquake in Kansu and northern Szechuen, four years ago. On that occasion a Yung in the city of K'ai-chow went down under the earth's surface. Judging by the words of the Memorial which described that earthquake, it was by no means so destructive as the present one. On the same day as the Yunnan earthquake there was one also in Szechuen, so we are told in a native newspaper at Lu-chow. This however has not been authenticated by a report in the *Fuking Gazette*. Lu-chow is 300 English miles north-east of the locality where the Yunnan earthquake occurred. The report says that ten thousand persons lost their lives, and that at 3 p.m. two great shocks of an earthquake were felt at Wan-hau and Pau-sheng. A warning is appended in the native newspaper against accepting these reports as true, without official confirmation. Among the events of the Shih-ping earthquake, the native newspapers say that the chief mandarin of the city had a leg broken. "There also," they say, "the land subsided at Lu-chow and became a lake. This place lies on the Upper Yangtze, and only six miles above Chung-king, so that we shall soon learn whether this report is a true one."

Qa hearing of earthquakes in western China we naturally think of the hot springs and oil wells of those regions, as also of the metalliferous deposits. It is known that the metals have many ages ago, been poured up in a molten form through fissures in the earth's crust. The crust of the earth is likely to be thinner in those localities where there are hot springs and oil wells, volcanic disturbances which we hear of in those parts of the earth's surface where the metals are

found. The inhabitants of those regions have some compensation for the alarms to which they are often exposed by great botanical and mineral richness and variety, and remarkable fertility of the soil. The medicines and chemical waters that cure human maladies are there in abundance, and all sorts of productions grow readily in response to the hopes of the husbandman.—*N. C. Daily News.*

TIENTSIN.

March 17th, 1888.

On Thursday morning, the 17th instant, the French gunboat *Vipère* and the British gunboat *Merlin* left our port by orders from their respective Admirals. The French vessel, it is said, has gone to Japan. The *Merlin* will remain at Taku-ah-wei, partly to refit, and partly to carry out her regulation target practice.

We are informed that a trial of Krupp against De Bange guns—field pieces—was held this week at the West Camp, at the instance of the French Consul. The De Bange guns were reserved by French gunners from the *Vipère*, and the Krupp by Chinese artillerymen. The French claim a decided superiority for their guns in point of rapidity of fire, but no details have reached us.

Excellent fuel is now made at Kaiping, and as the Messageries Maritimes use large quantities of coal dust, bound by coal tar into blocks, we should think that if prices are not too high, and can compete with the article imported from France and England, there will be a large demand for Shanghai. The Kaiping patent fuel is particularly suitable for use in the Chinese men-of-war, as it gives off less smoke than coal; it is also better for storage, as it deteriorates less, than coal, when in the open air, exposed to sun, wind, and heat. The reserve stock at Port Arthur and Wei-hai-wei should, therefore, be mainly composed of patent fuel. Kaiping, like Japan coal, rapidly changes for the worse, and loses its evaporating power if stored long, whereas good patent fuel can be kept for two or three years without much, if any, deterioration. A very valuable industry, important to China commercially as well as in a military sense, can be founded at Kaiping.

We have received a letter from the principal wool market of Mongolia, but for want of room cannot publish it this week. In the meantime we mention that by orders of the Viceroy Li, a proclamation has been issued, for the effect to the protest of Linnet von Ketteler, whose action is recognized in the notice. It seems that cannel wool is adulterated with sugar water mixed with sand and dirt, and sheep's wool with sand mixed with lamp oil, so that even sifting does not thoroughly cleanse it from fraudulent admixtures.

No doubt the cultivation of fruit in this province could be much improved if the hardy native trees were grafted with suitable varieties. At the great Jesuit college, about 250 li to the South of Tientsin, very fine *Marie Louise* pears, a delicious kind, are grown successfully on the native trees; and that excellent missionary and horticulturist of China, Dr. Nevius of Chefoo, shows how fine grapes, apples, equal to the growths of Europe and America, strawberries in absolute perfection, and other fruits, can be grown in a wind-swept garden at Chefoo. Many of the native farmers at Chefoo now earn considerable sums yearly from their grounds, by growing fruits on trees grafted by shoots given by Dr. Nevius and Mr. Fuller, also of Chefoo, the latter another useful and benevolent man. As the country people could fairly be called on to pay for seedlings or saplings, for fruit grafts, foreign seeds, cuttings, etc., a garden and foreign expert in charge would be, ere long, self-supporting.

Of late years His Excellency the Viceroy has had large quantities of willow trees planted along the canals. The trees grow quickly, and furnish charcoal for the powder mills. But charcoal made from willow is not the best; it is too deliquescent. In India the charcoal used for gunpowder is entirely made from carbonized millet stalks. Gunpowder so made, is less liable to deterioration from age, damp, or atmospheric influences, than if wood charcoal is used. The reason is, no doubt, that millet stalks contain silica.—*Chinese Times.*

PEKING.

Complaints are frequent of the unsatisfactory relations between Chinese and foreign officials, which are becoming gradually worse. The absence of spontaneous courtesy on the part of the mandarins is not a new thing, but they are apt, if not sharply checked, to drift beyond the stage of merely "dissembling their love" and come perilously near the point of "kicking down stairs." Not only are the communications of the Ministers of Yamen vain and rabid, and often as ill as if they were addressed to school boys, but in their so-called friendly intercourse they tacitly treat the foreign representatives as inferior, making the most flimsy excuses for crying off engagements that are in the least inconvenient to themselves, while disregarding the convenience of the foreigners.

The fault appears to rest on the foreign Ministers themselves who have so long submitted to improper treatment. Why should they? The general instructions of their respective governments, concerning the duties of common-sense and ordinary decency, need not be interpreted to mean *how-toing* to the mandarins; and if the *corps diplomatique* would but act together, they could impose any canons of etiquette they chose. Why do they not? Because so many of the Ministers have separate interests to serve, and like St. Augustine when he prayed for purity, qualify the petition by "but not just yet." The general principle, good for all nations, and for all times of intercourse on respectful terms, has to be set aside, and the Ministers, and now that, has some special favour to solicit from the Chinese, and until he has secured that he dares not assert his independence.

The position has of course become aggravated since the fashion set in of foreign Ministers turning brokers. Diplomatic usages count for little with the man who has an axe to grind, in shape of a financial or industrial or any other transaction to be put through. How policy and principle have to yield to the power of self-interest is obvious to the most obtuse. Mr. Constant has been sifting the public of Peking that they must not insist on their protectionist and exclusive financial policy, because certain French people have contracts with the Chinese Government, which might be imperilled by any anti-Chinese acts at Hanou. Mr. Constant is no doubt right in restraining the ultra-exclusionists of the colony, but what an argument to use in support of liberality! The whole economical policy of the most important French dependency is to be governed by the supposed private interests of a few groups of commercial speculators.

Do the foreign Ministers really want the reprobation of 30 or 40 or 50 or 60 millions of people, civilized, intelligent, progressive, implies? Does it carry no dignity? Or only so much as may be battered away for some pettifogging favour? Ancient history tells of one who was hungry and sold his birthright for food. He, at least, got his morsel of postage.

Not far from the execution ground outside the Shun Chih Gate, there is a very respectable and old-established wine shop, generally known by the designation of "the Broken-Bowl" Rotisserie. Many years ago a former proprietor, a low fellow, was condemned to death, but eventually

obtained a reprieve. Ever since, the shop has, by way of gratitude, supplied gratuitously to condemned criminals on their way to execution as much wine as they wish to drink. Each criminal is supplied with a bowl, and when he has taken his last draught, the bowl is solemnly smashed on the pavement, hence the title of the establishment.—*Chinese Times.*

RUSKIN'S ROMANCE.

Many people who know the name of John Ruskin as an art writer and critic are not acquainted with the story of his life, which is one of the most romantic ever recorded. How he courted, married, and was divorced from a woman he regarded as his ideal of perfection, is well known in art and literary circles at home, but the outside world has either forgotten or never knew the strange story. Ruskin's recent serious illness has directed attention to this romance.

It was said that Ruskin did a strangely wayward thing when he consented to get married. He did a most erratic, and to the public a most inexplicable thing when he arranged for his divorce.

He had accepted some of the loftiest traditions about womanhood that men sometimes read of and talk about, and he looked for his ideal companion. One night he met her in the drawing-room of a London friend, who, without his knowing it, had brought the young lady to meet the eyes of the great writer.

It was a June night, he was 35, and she looked like a Greek goddess.

He was dazzled. She was a tall graceful girl of 19, with a face and figure as faultless as one of the statues of old. No one ever expected Ruskin to fall in love, and he did not. She was poor, needed a home and its comforts, and so they were married.

Their wedded life was peaceful, friendly, kindly to the highest degree, but there was not a spark of affection to lighten their existence. She admired the great man she had married, and was grateful for the wealth and comfort he showered on her. He worshipped her as he would the marble made life-like by the sculptor's chisel.

There was nothing human about the life they led as husband and wife; and she was a woman who in her heart, like all true women, laughed at the traditions that made her sex love distant worship.

One day Ruskin brought an artist to paint his wife's picture. This man was Millais, and he was a bright, cheery, handsome fellow, human, every inch of him, with great and absorbing love for the beautiful, and a willingness to tell of his love.

He began to paint the portrait of the magnificent woman, and when he had finished he was in love with his friend's wife.

Womanlike she saw it, and perhaps she was not full of sorrow and reproach. It was the first tribute of real manly love that had been laid at her feet.

And Ruskin? His wide eyes saw the romance that was weaving around those two lives, and his heart realized how little affection he had to lavish on the woman whom he had made his wife.

How he told her the story of his pride in her, and the sacrifice he was to make for her, while she lay prone at his feet, is one of the things which only he or she could tell.

It is difficult to obtain a divorce in England, but John Ruskin secured it for her, and one bright morning in the early winter, a month after the divorce was granted, Ruskin stood beside the couple in one of London's quiet churches, and saw them made man and wife.

That was a good many years ago, and since then Millais has become rich and famous, and is now Sir John, and his wife is my Lady Millais.

The warmest, sturdiest friend the struggling painter had in his tolling days was the man whose wife he had married, and through all the years of Millais' later success and great honor, John Ruskin has been the welcome guest and almost daily visitor to the man and woman whose lives he so unselfishly crowned with happiness.

To-day's Advertisements.

BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, the 30th instant (GOOD FRIDAY) and on MONDAY, the 2nd April (EASTER MONDAY).

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, JOHN THURBURN, Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANTONAI BANKING CORPORATION, T. JACKSON, Chief Manager.

For the COMPTOIR D'ESCOMPTE DE PARIS, J. ARRANGER, Acting Agent.

For the NEW ORIENTAL BANK CORPORATION, LIMITED, E. W. RUTTER, Manager, Hongkong.

Hongkong, 27th March, 1888. [346]

PUBLIC AUCTION

OF ITALIAN WORKS OF ART IN MARBLE, ALABASTA, &c.

THE Underigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 31st March, 1888, at his Sale Rooms, Duddell Street, at 2 P.M.,

WITHOUT RESERVE.

THE REMAINING PORTION OF a fine collection of ITALIAN WORKS OF ART in MARBLE, ALABASTA, &c., comprising—

FLORENTINE, ROMAN, & ETRUSCAN, and OTHER VASES, FRUIT-STANDS, STATUETTES, GROUPS, ANIMALS, PAPERWEIGHTS, FRUITS, and SOLID

MARBLE TABLES, &c., &c.

Catalogues will be issued previous to the sale.

TERMS OF SALE—At Auction.

G. R. LAMBERT, Auctioneer.

Hongkong, 27th March, 1888. [349]

A LADY residing in England wishes to have Two or Three Children to EDUCATE with her.

Careful training with the advantage of FRENCH and GERMAN TUTOR in an English home.

Good references required and exchanged.

Apply to LAINE CRAWFORD & Co.

Hongkong, 27th March, 1888. [348]

To-day's Advertisements.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE AND YOKOHAMA. The Company's Steamship

"NINGCHOW," G. L. Castle, Commander, will be despatched for the above Ports, TO-MORROW, the 28th inst., at NOON.

For Freight, &c., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 27th March, 1888. [345]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship "NINGCHOW," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underigned before NOON, on the 2nd April, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd April will be subject to rent.

Optional Cargo will be forwarded, unless notice to the contrary be given before 10 A.M. TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, 27th March, 1888. [344]

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA"

3,651 Tons Register, Lee, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via NAGASAKI, KOBE, and YOKOHAMA, on THURSDAY, the 12th April, at THREE P.M.

To be followed by the S.S. "BATAVIA" in May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria (Mex.) \$160.00.

To San Francisco (Mex.) 175.00.

To all Common Ports in Canada 175.00.

To the United States 300.00.

To Liverpool 300.00.

To London 300.00.

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 11th April.

All Papers must be sent to our Office and should be marked to address in full; and the same will be received by us until 7 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 27th March, 1888. [336]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 34.

JUNK SUNK OFF LINTIN ISLAND.

NOTICE is hereby given that a large Junk lies sunk in 31 fathoms North East of Lintin Island, distant about 3 miles.

High peak of Lintin bears S. 37° 30' W. Fathoms 10 N. 51° 0' W.

Sul-chun Pagoda North.

A red flag will be hoisted by day and a red light exhibited at night, until removal.

The above bearings are Magnetic.

J. H. MAY, Harbour Master.

Approved: FRANCIS W. WHITE, Commissioner.

Custom House, Canton 26th March, 1888. [347]

PUBLIC NOTICE.

SUBSCRIBERS who wish the Mail Edition of "THE HONGKONG TELEGRAPH" posted to their friends in Europe, America, the Australian Colonies, &c., can have their copies sent direct from this Office without extra charge (excepting postage) by sending address.

The Mail Supplement of *The Hongkong Telegraph* is supplied to Subscribers gratis.

Hongkong, 19th August, 1885.

Intimations.

NOTIFICATION.

ON FRIDAY NEXT, the 30th

Intimations.

NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888.

DEATH.

At Shanghai, on the 22nd March, JOHN MCCLURE, Hongkong and Shanghai Bank, aged 46 years.

MARRIAGES.

On the 21st March, at H.B.M.'s Consulate, Shanghai, and afterwards at Trinity Cathedral, by the Rev. H. S. Hodges, HARRY MASON HILLIER, of the Imperial Maritime Customs, to MARGARET EDITH MARY, eldest daughter of W. V. Drummond, Esq.

On the 22nd March, at Trinity Cathedral, Shanghai, by the Rev. H. S. Hodges, M.A., ALEXANDER C. TWEEDIE to MARTHA MACFARLANE.

At Trinity Cathedral, Shanghai, on the 17th March, 1888, ERNEST, eldest son of the late Joseph Meugens of London, to MINNA, third daughter of the late Frederick Otto Hanisch. No cards.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 27, 1888.

THE DOCK COMPANY.

In this hastily written and necessarily imperfect sketch of the Dock Company and its affairs, we do not doubt that several important matters bearing directly on the points we have been discussing have escaped our notice. That, however, was unavoidable, as the time and space at our disposal were totally inadequate to enable us to deal fully and fairly with the whole of the details of the many years of wretched mismanagement which have made this much belauded industrial enterprise the byword of the colony. Still we think we have succeeded in directing attention to most of the leading defects of management to which the present unsatisfactory condition and prospects of the Company can be directly traced and justly attributed, and those shareholders whose interests may require a fuller and more complete investigation, can without much difficulty supplement what we have set out by a careful reference to the Directors' Reports since 1870 and to the proceedings at the bi-annual meetings of shareholders. But, *malgré tout*, there is one more practice which has been a grievous and unjustifiable tax on the Dock Company's resources and on the shareholders' profits, to which we feel bound to refer before concluding. It is almost needless to say that we allude to the Contributing Shareholders' bonus scandal. Nothing more scandalous than this has ever been associated with the direction of any public company in this colony—at all events, during the present generation. The principle is founded on the lowest form of commercial immorality, and although it is in a sense justified, so far as the Directors are concerned, by the Company's Articles of Association, that merely tends to prove the unscrupulousness of the persons who drafted and agreed to these Articles. It is actually laid down in Article 100 that the Directors shall, before declaring any dividend, set aside a certain sum, not to exceed fifteen per cent. of the net profits, as a bribe to persons who contribute work to the Company. But placing the immorality of this proceeding to one side for the present, let us view the matter from its more practical standpoint—that is the necessity for its existence. Since these Articles were drafted nearly twenty years ago, powerful oppositions have existed in the colony, and during the time they were in active operation we admit that some reasonable grounds may be urged for special inducements being held out to attract the support of those persons controlling ships who were not above being influenced by an indirect bribe. But all opposition has been dead for years, and the system of bribing so-called contributing shareholders should have died at the same time. We say "so-called" contributing shareholders, because, as a matter of fact, the vast majority of persons who have been for years receiving these bonuses from the Dock Company had no more to do with contributing the work than had the humblest chair-cooler plying for hire in the street. And therefore the system

has been doubly an imposition on the general body of shareholders, which is all the more discreditable, as with very few exceptions these valued contributors have been members of the Board of Directors. And had the Board been modest or reasonable in their onslaughts for this purpose on the bi-annual net profits, it is more than likely that adverse comment would have been staved off indefinitely; but the grasping propensities of these disinterested and unselfish gentlemen could only be controlled by the limits of that convenient clause in the Articles of Association, and the result is this crushing exposure. When active opposition existed and there was some inducement to offer this bonus, the amounts set aside by the Directors ranged from two to six thousand dollars; when the opposition was bought up, and the necessity for bribery ceased to exist, the Board placidly voted themselves \$10,000, gradually increased the amount to \$15,000, and finally to \$18,000. From the beginning of 1881 up to the end of December 1887, the huge sum of \$172,000 was appropriated for this purpose—money which could have been most advantageously employed in clearing off the Company's enormous liabilities. When the Directors were first challenged on this subject at the meeting held on August 29th, 1887, the Chairman (Mr. BORTON) replied that he thought the sum set aside for contributors not at all an exorbitant one; but in the very next Report issued we not only find the amount reduced to \$7,000, but another Chairman (Mr. BELL-IRVING), shielding himself behind the Articles of Association. We should imagine that the time has arrived when the Board of Directors, who are the proper persons to move in the matter, will recognise the discretion of having this offensive Article either expunged or amended. What has been gross extortion must be very appropriately described by a far more offensive term were it not for the paltry protection of this saving clause.

There can, we think, be very little doubt that, even taking the most favorable view, the present position and prospects of the Dock Company are the reverse of encouraging, to those shareholders who invested in the stock at the ridiculously high rates of a year ago. So far as human foresight can go, there does not appear to be the slightest probability of any substantial improvement in the near future. The ridiculous policy which we have been adversely criticising, has resulted in leaving the Company not very far removed from something closely and disagreeably resembling insolvency. It is true that the shares are quoted in the market at about 31 per cent. premium, but it requires no expert to testify to the unsound and misleading character of this quotation. That the Company's properties are valuable must be at once admitted, and we quite believe, taking the figures in the last published statement of accounts, that they are not too highly appraised. But the actual value of these establishments must be calculated for practical purposes—not on what they cost nor on their book values, but on their earning power. In plain English, the value of the Dock properties is in exact proportion to the net results of their working; and if, as is generally believed, the current six months operations will justify a dividend of from three to four per cent., shareholders should experience no difficulty in arriving at the present value both of Dock shares and of the Hongkong and Whampoa Dock Company as a commercial undertaking.

The Company's earning power is undoubtedly very great, but on the other hand constant work of a remunerative kind is confined within circumscribed limits. The business, even without the uncertain element of marine disasters, is an exceptionally profitable one, but the mismanagement of the past has so heavily saddled the concern with liabilities, that much has to be done, in addition to the immediate introduction of a policy of sound economy, before there can be any prospect of large dividends. It must not be forgotten that the Company's liabilities exceed two millions and a half of dollars, and that over a million of this amount represents borrowed money, on which interest has to be paid before anything can be available for distribution amongst the shareholders. Nor should it be lost sight of that one of the Company's assets is the new Admiralty Dock, which when finished will represent something approaching a million of dollars. That this dock will not return the interest on its cost for years to come is about as certain as anything can be, and the Directors are therefore left in the unpleasant position—there is no other feasible way that we can see—of having for an indefinite period to set aside a large proportion of the profits of the Company to write off at least three-fourths of the book value of this useless incubus. This being the case, and as the "winding off" operation must also be applied to the constantly depreciating machinery, etc.,

at the various establishments, it is hard to see any reasonable prospects, even with a fair share of luck, of higher dividends than from six or seven per cent. per annum for at least the next five years. The contributing shareholders' bonuses, and any other similar outrageous charges, should be summarily vetoed, and the entire details of management in every branch of the Company's service investigated and amended where necessary. All nonsensical notions about making Kowloon a rival to home shipbuilding yards in the construction of vessels of large class should be relegated to the dust-bin, and the staff at the various docks regulated according to the actual requirements of the Company's legitimate business. The time for risky and costly experiments has passed, and the shareholders will look to the Directors to see that they are not repeated. Skillfully engineered, and combining efficiency with reasonable economy, there is no reason why the Dock Company should not recover from the present depression and gradually regain its lost position; but it will be a work of time and management.

Before concluding, there are two or three other points to which we think direct reference may very properly be made, and these are the personnel, the duties, and the responsibilities of the Board of Directors. The members of the Board receive for their services \$1,000 per annum, and their chief, if not sole, qualification for the position, we may safely conclude, is a presumed ability to influence work being given to the Company. What transpired at recent meetings fully bears out this conclusion. They are well-known leading merchants and gentlemen of position in the colony, but not one of the number can claim to have any practical acquaintance whatever with the management of a Dock Company. Now, when it is remembered that the Directors represent public interests aggregating a million and a half of dollars, it cannot be altogether agreeable to shareholders to contemplate the possibility of their affairs—say for instance on the retirement of the present able and experienced Secretary—being left without any capable or efficient supervision. For this possible difficulty we do not suggest a remedy; but it is a matter that requires serious consideration. The question of Directors using information relating to the Company's affairs, obtained in their official capacity, to their own advantage in share gambling transactions, has been frequently mooted lately and severely criticised. That this sort of thing has been done unfortunately admits of no denial, and to a considerable extent the ruinous policy which has brought the Dock Company to its present position may be directly traced to it. That means, neither more nor less, that the shareholders have been betrayed by some of the very men they liberally paid to safe-guard their interests. Conduct of this kind cannot be justified, nor should it be tolerated. Sir E. W. WATKIN, Chairman of the South Eastern Railway Company, made some remarks on this subject at a meeting held a few weeks since, in the course of which he said that "any man who deceived an ignorant person into buying a bad security was a bad man; and further, that any man who used board-room information for speculative purposes was worse than a bad man."

And now we have finished. Our task has not been a pleasant one, and we have had to say many disagreeable things that we should have preferred to have left unsaid. However, serious complaints usually require drastic remedies, and unless we had firmly and fearlessly handled the grievances that cried so loudly for redress, our labours would have been in vain. We have studiously endeavored to avoid using offensive personalities, and have striven hard to deal with the case, on its own merits, fairly and impartially. That our criticisms and remarks may have given offence in some quarters is more than likely; that they will be heartily endorsed by the general body of shareholders in the Dock Company, and by the public, is equally certain; and that they will substantially achieve the special purpose for which they were written we have every confidence.

TELEGRAMS.

(Ruler.)

THE OXFORD AND CAMBRIDGE BOAT RACE.

LONDON, March 26th.

Cambridge won easily.

(From Straits Times.)

THE EMPEROR'S FUNERAL.

BERLIN, March 17th.

The service at the Cathedral was simple and touching. In the absence of the Emperor, the Crown Prince Wilhelm was chief mourner.

GENERAL BOULANGER.

PARIS, March 17th.

Although he is ineligible, General Boulanger's supporters intend to push his candidature for the representation of Marcellin, and if unsuccessful they are to try other constituencies.

LOCAL AND GENERAL.

THE average Bank rate of exchange in Haiphong, from the 1st to the 26th February last, was francs 3.87 per dollar.

THE new Commander-in-Chief of the Naval Station of Manila and Cavite, is Captain E. Albacete y Fuster, of the Royal Spanish Navy.

A TOKIO paper states that the Siamese Government has applied to the Japanese Government for permission to purchase several stands of Murata rifles, with ammunition.

AT the request of a number of merchants in Tongkin, the Governor-General has revoked the duties imposed on alcohol and alcoholic beverages, by the decree of the 26th February.

THE Shanghai Mercury states that several foreigners are suffering from a mild attack of small-pox at Taku, and that it is rife in the Chinese village.

THE last batch of 50 Annamite horses purchased by the military authorities of Haiphong are said to be exceptionally robust animals, capable of all sorts of rough work and answering all cavalry purposes.

THE total amount of Spanish silver coins imported into Manila during the first fortnight of March was \$26,910. Gold nuggets were exported to the value of \$1,000; gold dust \$37, silver ingots \$1,000, silver coins \$4,400.

THE Chinkiang correspondent of the Shanghai Mercury writes on the 22nd inst.—With the delightful weather we are having, the surrounding hills and country are beginning to put on a different appearance, and in another fortnight the country will again be clothed in verdure. The appearance of our pretty Bund has been, to a certain extent, spoilt by the cutting away of the branches of the trees, which to a wayfarer was a great boon during the hot weather. Since my last the Southern Baptist Mission has built a bell tower adjoining their chapel to call in their flock to the fold. The same mission is also building a dwelling-house in the rear of their chapel, which will interfere with the view of Chinkiang from the verandah of the United States Consulate. Business in imports and exports is fairly good.

THE E. & A. Co.'s steamship *Catterthun*, which left today for the Australian Colonies, *via* Timor, took with her seventy head of Californian mules "ex" *Belgit*, to be landed at Port Darwin for work on the first section of the Trans-continental Railway. These mules are said to be the finest mob ever imported from California, and we were only got together after an immense deal of trouble, the expert employed in purchasing them having travelled all over the State in the process of selection. They weigh on an average 1250 pounds, and range in age from four to six years. In height they range from sixteen to seventeen hands, with short backs and big shoulders, which especially adapt them for the work on which they are to be employed.

THE Rev. Mr. Muirhead writes to the *N. C. Daily News* on the 20th inst.—The news received yesterday from the inundated districts in Honan confirms previous letters as to the favourable condition of the people for the present. At Cheng-yu g Kwan, an important mart at the southern end of the new Yellow River, the mandarins have issued a proclamation telling the people to prepare boats for themselves, as they are afraid of a great flood destroying the town. It has of course distressed the natives very much, while it calls upon them to do what is an impossibility to them. Such is the opinion of the missionaries on the spot, and it indicates that the gap is not likely to be closed, so that the increased volume of water commencing in April, as Mr. Paton informed the writer, will, it is feared by the authorities, be productive of terrible results.

THE following, under the heading "From Peking to Kalgan" and dated January 20th, appears in the *Chinese Times* of the 17th inst.—Snow having fallen twice, the whole country is now covered with it, although not to any great depth; in places exposed to the sun it soon melted away. The road through the Nankow Pass has been roughly put in order lately; near Chafou there were some men still at work. Stones easily moved have been put aside, and the whole road levelled with small stones and earth. A good pedestrian can now, without great effort, walk up and down the pass in a day. If it is regularly kept in repair it will prove a great boon to the camels, as these animals often stumbled against the big stones, hurting their feet so much that swellings came, causing a very painful wound and laming the patient animals. The charges for animals going through the pass are now: for a camel, 100 taels; mule, 50; donkey, 30; sheep, 20; the Mongols being, of course, exempt from these charges.

SAYS the *Amoy Gazette* of the 19th inst.—A fire broke out early this morning in the China quarter, between the Amoy dock and the business premises of Messrs. Fearon, Low & Co. Residents in Kulungoo were aroused before four a.m., but previous to this hour the Customs Staff were at work with the Fire Engines, and with a high tide and a good supply of water did their best to stay the flames. Owing however, to a strong north-east wind blowing, it was difficult to do much good towards staying the conflagration, although there was a slight rain at the time, but it was eventually got under about 8 a.m. at the godown walls of Messrs. Fearon, Low & Co. The fire is said to have commenced in a "loss" stick manufactory and spread most rapidly, fanned by a high wind. About a hundred houses, including shops, &c., have been burnt, but an estimate of damage cannot be ascertained at the moment. The only damage to foreign property is the destruction of the tea-room windows, the out-houses, godown wall and roof of the godown on the north side of Messrs. Fearon Low & Co's premises. Great praise is due to the Customs Staff, who worked so efficiently, and it is no doubt, through their exertions that a portion of the Concession was saved from destruction.

A TAX on the export of native woods and bamboos has been imposed by the Tongkin authorities.

ACCORDING to the *Comercio*, a telegram has reached Manila notifying the appointment of Señor Pastor y Magan, Secretary-General, to the post of Civil Governor of Manila.

A CORRESPONDENT writes from Chinkiang to the *Shanghai Mercury* on the 22nd inst.—A Chinese telegram lately received from Honan reveals an anxious state of affairs. The Hsien of Wei-si and Chung-mou were in a desperate condition. There now appears to be little doubt that the breach in the Yellow River embankment is beyond repairing this season, and this summer will witness another fearful calamity, greater even than that of last summer.

AT the Supreme Court sitting in Vice-Admiralty today, before Mr. J. Russell, Acting Chief Justice, the Attorney General, representing the Pacific Mail Steamship Company, raised an objection to the form of the decision given by the Registrar of the Court on the claims brought forward by the Messageries Maritimes Company for damages sustained by the steamship *Saghalien* through the steamer *City of Peking* colliding with her in November 1886. Mr. E. J. Ackroyd, who appeared for the plaintiff Company, submitted that the Registrar's Report be confirmed. His lordship, after summing up the case, confirmed the Registrar's report, with costs.

A CORRESPONDENT writes from Ningpo to the *N. C. Daily News* under date March 19th.—A very interesting and impressive ordination service was held yesterday, 18th March, at one of the churches of the C.M.S. in this city. There were three candidates for Deacons' Orders: Mr. Polhill Turner, B.A., Mr. Phelps, both of the China Inland Mission, and a native Agent of the C.M.S. at Ningpo. The Ven. Archdeacon Moule presented the candidates to the Bishop and also preached the sermon on the occasion. It will be remembered that Mr. Turner and Mr. Phelps came out with Mr. Stanley Smith and Mr. Studd a few years ago. They have since been stationed in the province of Szechuen from which place they arrived here last week. There was a large congregation of foreigners and natives to witness the ordination. The offertory at the Holy Communion was devoted to the Szechuen Mission.

IT is not often that a sailor on the spice takes a fancy to walk overland to Canton, by following the line of telegraph-posts, yet such a task was attempted the other day by John Hoaffar, an Austrian seaman, who had been brought here from Shanghai and on landing at Kowloon, took up the idea of reaching the southern capital of China, by the overland route. Inspector Gould who charged the enterprising traveller at the Police Court, this morning, with being a rogue and vagabond, said the accused had deserted from his ship and had no means, excepting ten tael, which somebody had given him to keep body and soul together. The magistrate (Mr. Woodhouse) suggested that the Austrian consul should take charge of defendant, but that functionary declined to have anything to do with the matter. Ultimately John Hoaffar was discharged from custody, and an opportunity given him of earning a living at his trade, or in any other way which best suits him.

IN the *Peking Gazette* of the 7th March, the Governor of Yunnan reports the occurrence of a very serious earthquake in the south of the province. The disturbance commenced between 5 and 6 p.m. on the 14th of January last, and lasted till 4 a.m. on the following day. During this period there were ten or more serious shocks, which were accompanied by a noise as of thunder. In Shih-ping, Chien-shui, and other districts the town walls were either thrown down or cracked, while the public offices and temples shared the same fate. At Shih-ping, in the south of the city, eight or nine-tenths of the private houses fell, in the east as many as a half, in the north and west rather less; but still, even there, more than a thousand rooms were left with cracked or slanting walls; 200 persons of all ages were crushed to death, and more than 3000 permanently crippled. There was much loss of life or limb in the surrounding villages, namely, in those to the east, 800 killed, and 700 or 800 wounded; to the south, 200 and 400; to the west, 300 and 500; to the north, 100 and 200; making a total, inside and outside the city together, of more than 4,000 killed and wounded. But this does not present the whole of the suffering caused. A large majority of the people, rich and poor alike, are left without homes, all their provisions and other property buried beneath the ruins of their houses. In the town of Chien-shui itself, eleven or eight people were crushed to death, and some scores were injured. In the neighbouring villages, 249 people were killed and 150 or 160 hurt. The suffering there is of similar nature to that in Shih-ping and its neighbourhood. In view of the unprecedented magnitude of the disaster and the vast amount of misery it has caused, the Memorials has instructed the Taoist and the Prefect of the locality to lose not an instant in providing funds and in despatching special officers to assist the regular authorities in dispersing those who are in want, and distributing charity to them. In A-mi Chou, Hsin-hing Chou and Wei-yuan T'ing, though fortunately no lives were lost, a number of houses were thrown down. One of these was the district jail, at Wei-yuan T'ing, from which all the prisoners consequently escaped. Among the fugitives that have not been recaptured are four men, accessories to the murder of three persons in one family. Orders have been issued to recover the criminals, and further to hold an investigation for the purpose of discovering if the escape of the prisoners was due to any connivance on the part of the jailers. Also, accounts will be made up and sent in, showing the exact amount of money disbursed in charity, and the number of persons relieved. The Registrar declares that the Emperor, so much distressed by this serious calamity, and aware that measures be taken to ensure the relief of every single one among the sufferers.

A CORRESPONDENT writes to our Shanghai morning contemporary that there was a heavy gale at Hankow on Sunday the 15th inst., in which several boats were capsized. There was also a fall of sleet the same day.

THE Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following will be the programme:—
March—"Sweet Memory" Smith.
One—"The Fox Melodist" Stange.
Valse—"Dances Parades" Walford.
Entrée—"La Colombe" Goumont.
Selection—"Waltz" Herby.
Selection—"L'Amour de l'Arme" Verdi.
JOHN MORAY, Pianist.

THE following, from the *Albany Journal*, will no doubt amuse those of our readers who have the pleasure of being acquainted with His Excellency Chang, Chinese Minister to the United States:—"A gossiping young diplomat has just told the story of the origin of the series of private balls which are taking place at the Chinese Legation at Washington this winter. It seems that a wealthy matron, not famous for beauty, early in the season wrote to the Chinese Minister in the name of herself and nineteen other ladies, informing him that they had taken pity on his lonely state and wished to come up to Castle Stewart and show him how to entertain in the American style by giving a few receptions and balls. The Minister was inclined to send back a sharp answer declining the proposition. The Secretary, however, told him the Chinese were not too popular in this country, and such a reply would not make them more so. Acting on his Secretary's advice the minister accepted the offer of the matrons. So the matron who wrote the letter, and who, it seems, does not ask much assistance from the other nineteen, now goes up to the big building where dwell the meek and almond-eyed Celestials, once in a fortnight or so, takes possession, orders in the decorators, tells the minister that he may prepare a feast and put plenty of wine on ice, invites one hundred or so of her friends to join her, and when night comes they have a merry time, undisturbed by any thought of the bills to be paid in the morning. The poor minister, it is said, does not even dare to ask to these merry-makings his own friends, and people who, in other seasons, were accustomed to be bidden to the Celestial feasts, now find themselves 'out in the cold. The Chinese Minister, it is said, made his immense fortune out of the savings of his salary as tax-gatherer in a Chinese province."

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. J. Russell, Acting Chief Justice.)

CHU CHIU-YU v. WONG YAU-CHAU.

The following judgment in the above suit was delivered this morning:—

This is a claim for damages arising out of the non-acceptance of certain Japanese matches sold by the plaintiff to defendant, in March last year. The plaintiff says he sold to defendant on 11th March, 50 cases at \$15.40 per case, mark "Tai Way too-tay," on 12th, 60 cases at \$15.40 per case of the same mark, on 13th, 50 cases at \$15.50 per case, on 14th, 50 cases at \$15.50 per case, all of the same mark. The matches were to be ordered at Kobs, and were to be taken delivery of within two months of the dates of sale. The defendant admits the contracts of the 13th and 14th March, but denies the contracts of the 11th and 12th March, and pleads the statute of frauds and no authority in Hong Chiu Lam for making 1st and 4th contracts to bind him. He also repudiates the goods because they were not merchantable. From the evidence it appears that Wong Chiu Lam was employed by the defendant, but we have not his evidence, as he left last year through illness, and is said to be in the country. In the month of April plaintiff notified defendant that some of the matches had arrived, and it appears that on 15th April, 39 cases of matches were taken delivery of and despatched to Amoy. The plaintiff says these matches were examined by the defendant or his agent before delivery was taken, and that they belonged to the 1st lot purchased by Wong Chiu Lam on his behalf. He also states, which he admitted, that the 39 cases have been paid for, but the defendant says that was done during his absence, as he would not pay, and had repudiated because the matches were not merchantable. There is considerable conflict of testimony in this case, and it is certainly unfortunate for the defendant that he is unable to prove that any of the lots of matches which he rejected were unmerchantable, while the weight of testimony is that they were. The evidence is not complete and satisfactory about the treatment of the matches sent to Amoy in April. They had been sent into the country from the steamer, and it is possible they may have got wet or suffered some injury. The defendant was requested again and again to take delivery of the balance of 1st lot, which he was bound to take—and of the 2nd and 3rd lots. He refused. He was entitled to have the 2nd and 3rd lots tested, but he neglected to do so, and it is unfortunate that when he repudiated them there was a considerable fall in the price of matches, and before the end of the year they were selling at about 87 cts. The matches were sold by auction at the end of the year. The purchaser says they were all good, as he had tested them before buying, and by consent, an examination was made of a large lot remaining in the godowns and found to be good. I think there was sufficient delivery and acceptance and part payment to take the 1st lot out of the Statute of Frauds, but there is no contract in writing as to the 4th lot. I must give judgment with costs to the plaintiff for loss sustained by non-acceptance of the 1st cases of the first lot, and the loss sustained by the non-acceptance of the 2nd and 3rd lots, which I find were good, and merchantable matches; but for the 4th lot the plaintiff cannot recover, owing to the objection raised under the Statute of Frauds. The amount of damages will be assessed by the Registrar.

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon, when were present:—His Excellency the Governor (Sir William Carrington), Mr. F. Stewart, Colonial Secretary, Mr. J. Russell, Acting Chief Justice, Mr. E. L. O'Malley, Attorney-General, Mr. A. Lister, Colonial Treasurer, Captain W. M. Deane, Superintendent of Police, Mr. J. M. Price, Surveyor-General, Messrs P. Ryrie, A. P. McEwen, C. P. Chater, J. Bell-Irving, and Wong Shing (non-official members). The minutes of the previous meeting were read and confirmed. Mr. Deane, Captain Superintendent of Police, took the oath as a member of the Legislative Council.

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO
ADEN, SUEZ, PORT SAID, MALTA,
MARSEILLES, GIBRALTAR,
BRINDISI, VENICE,
PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

**N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERSIAN
GULF PORTS, MARSEILLES, TRIESTE
HAMBURG, NEW YORK AND BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH**

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship
"GANGES" Captain E. Stewart, with the
Majesty's Mails, will be despatched from this
for LONDON, via BOMBAY and SUEZ
CANAL, on WEDNESDAY, the 28th, March,
at 4 P.M., instead of as previously advertised.
Cargo will be received on board until 4 P.M.
Parcels and Specie (Gold) at the Office until
2 P.M., and the day previous to sailing.
Shippers will be notified by the Agents if
transhipped at Colombo. General Cargo from
London will be conveyed via Bombay without
transhipment, arriving one week later than by
the ordinary direct route via Colombo.
For further particulars regarding FREIGHT, and
PASSAGE apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 26th March, 1888.

OCCIDENTAL AND ORIENTAL STEAM
SHIP COMPANY

**TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,**

~~CENTRAL AND SOUTH AMERICA, AND~~
EUROPE:

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING

ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"BELGIC"
will be despatched for San Francisco, with

Yokohama, on **TUESDAY**, the 3rd. April,
at **THREE P.M.**
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day

First-class Fares granted as follows :—
To San Francisco.....\$200.00
To San Francisco and return.)

available for 6 months.....	350.00
To Liverpool	325.00
To London	330.00
To other European Ports at present	

Other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, .

Hongkong, 15th March, 1888. Agent, (a)

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN

THE U. S. Mail Steamship

"CITY OF PEKING"
will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th April, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Rail-

ways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.)

available for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	330.00
To other European Points at proportionate	

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare re-embark-

ing at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to add

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's

For further information as to Passage and Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 24th March, 1888

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, MALTA,
MARSEILLES, GIBRALTAR

ADEN, SUEZ, PORT SAID, MALTA,
MARSEILLES, GIBRALTAR,
BRINDISI, VENICE,
PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE,

SPECIE ONLY LANDED AT PLYMOUTH.

NAVIGATION COMPANY'S Steamships
"GANGES," Captain E. Stewart, with Her
 Majesty's Mails, will be despatched from this
 for LONDON, VIA BOMBAY and SUEZ
 CANAL, on WEDNESDAY, the 28th March,
 at 4 P.M., instead of as previously advertised.
 Cargo will be received on board until 4 P.M.
 Parcels and Specie (Gold) at the Office until
 2 P.M., on the day previous to sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hong Kong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 26th March, 1888. [3]

**TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,**

CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS.

AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
THE Steamship

will be despatched for San Francisco, *via* Yokohama, on TUESDAY, the 3rd April, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked with address in full ; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
First-class Fares granted as follows :—

To San Francisco and return, available for 6 months.....	350.00
To Liverpool	325.00
To London.....	330.00
To other European Points at proportionate	

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or

vice versa within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 100, Broadway, New York.

C. D. HARMAN, .
Agent.
Hongkong, 15th March, 1888. [2]
U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for San Francisco, *via* Yokohama, on
SUNDAY, MAY 15, 1897.

At THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

ways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic line.

First-class Fares granted as follows :—

To San Francisco.....	\$200.00
To San Francisco and return, available for 6 months.....	350.00
To Liverpool.....	325.00

To London..... 330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*vice versa*) within one year will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day all Parcel Packages should be marked to address in full; value of same is required.

United States, should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and

No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 24th March, 1898.